

Appendix D

Agency Correspondence

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Federal Emergency Management Agency

Region V

536 South Clark Street, 6th Floor
Chicago, IL 60605-1521

Joseph Crowe, P.E., District Engineer
Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria, Illinois 61602

APR 08 2002

RE: Draft Environmental Impact Statement (EIS), U.S. Route 34 (FAP 313), Carman Road to Monmouth, Illinois, Henderson and Warren Counties

Dear Mr. Crowe:

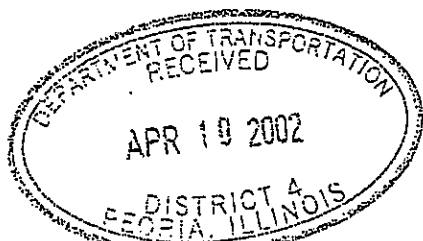
We have received a copy of the above referenced draft EIS for U.S. Route 34 in Monmouth, Illinois and wish to provide the following comments.

Project sponsors are responsible for identifying environmental impacts of the proposed action, and to mitigate any detrimental impacts and comply with all required development permits. When federal funds are involved, then compliance with Executive Order (E.O.) 11988, Floodplain Management, must be assured. E.O. 11988 directs federal agencies to avoid taking any action in floodplains unless there is no practicable alternative. A "Finding of No Practicable Alternative" must be part of the environmental review and must be a separate determination. If no practicable alternative exists, then an eight-step public review process must be implemented to consider mitigation strategies to minimize the impacts of development. It should be noted that the E.O. 11988 cannot be circumvented simply by documenting that there are no negative impacts, such as increased flooding or habitat loss, and that any supposed beneficial impacts outweigh negative ones. The Executive Order simply instructs federal agencies that fund, permit, plan, or construct to avoid the floodplain. Since goal of the E.O. 11988 is to reduce future flood damages and loss of life by limiting floodplain development, projects in the floodplain should be carefully considered.

In Chapter 4, Section 4.10 Floodplains (page 4-36), if the action must go in the floodplain then the full range of impacts associated with action must be identified. All potential adverse impacts including harm to lives, property, the natural floodplain environment and others in the floodplain must be avoided, minimized, or compensated for. This section states that "the impact on the South Henderson Creek floodplain is measurable and ...will incrementally increase the flood risks on those lands adjacent to the existing floodplain..." The draft EIS does not describe the full range of these impacts or how they will be mitigated.

Thank you for the opportunity to review and comment. If you have any questions, please call Vincent Parisi at (312) 408-5597.

Sincerely,



Terry Reuss Fell
Terry Reuss Fell, Chief

Hazard Identification and Risk Assessment Branch

Cc: Paul Osman, IDNR/OWR

D-1

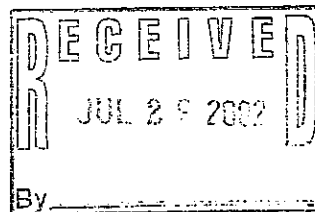


Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

July 24, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
FA ROUTE 313 (U. S. 34)
CARMAN ROAD TO MONMOUTH
HENDERSON & WARREN COUNTIES
JOB NO. P-94-030-95
CATALOG NO. 031314-00



Mr. Terry Reuss Fell, Chief
Federal Emergency Management Agency
Region V
536 South Clark Street, 6th Floor
Chicago, IL 60605-1521

Dear: Mr. Fell:

Thank you for your comments on the Draft Environmental Impact Statement for the US 34 project. A copy of your comments is enclosed. Your letter expressed concern about the increase in flood risks along the South Henderson Creek flood plain.

The design of the bridge over South Henderson Creek and the impacts to the flood plain have been re-evaluated. The revised design will not result in any significant change in flood heights or flood limits. The design will not have significant adverse impacts on the natural and beneficial flood plain values; result in any significant change in flood risks or damage nor have significant potential for interruption or termination of emergency routes. The Final Environmental Impact Statement will include a Flood Plain Finding.

Please contact Paula Green of our office at 309-671-3478 if you have any questions concerning this matter.

Very truly yours,

Joseph E. Crowe, PE
District Engineer

By: Eric S. Therikildsen, PE
Program Development Engineer

PG:jl/s:\mgr2\winword\std&plns\envirn\letters\pag0041.doc

cc: T. Lacy
R. Dotson
P Green
Gary Baker, ESE, Chicago Office
Bill Elzinga, ESE, St. Louis Office



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

May 3, 2002

Planning, Programs, and
Project Management Division

Mr. Joseph E. Crowe, P.E.
District Engineer
Illinois Department of Transportation
Program Development
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Crowe:

I am writing in response to your letter dated March 12, 2002, with the attached Draft Environmental Impact Statement (DEIS), concerning proposed U.S. Route 34 (FAP 313), Carman Road (east of Gulfport) to Monmouth, Illinois, Henderson and Warren Counties, dated March 2002.

Rock Island District staff reviewed your DEIS. Our earlier comments located on page B-38 of your document still stand. We have no additional comments at this time and look forward to reviewing the final document. No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

You may find additional information about the Corps of Engineers' (Corps) Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,

Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

MAY 1 2002



UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington, D.C. 20230

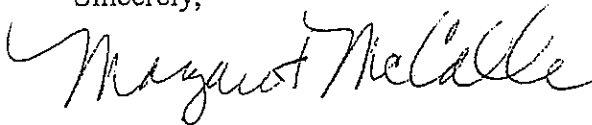
April 16, 2002

Mr. Joseph E. Crowe, PE
Illinois Department of Transportation
Program Development
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Crowe:

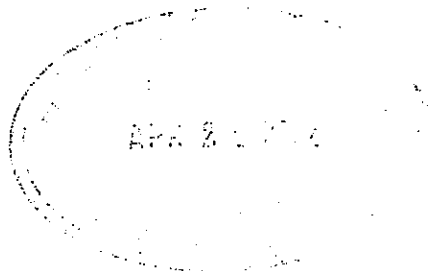
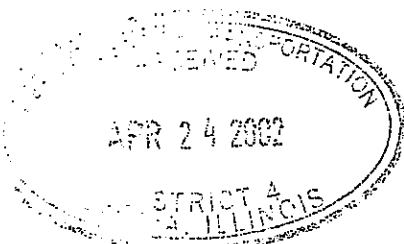
Enclosed are comments on the Draft Environmental Impact Statement for U.S. Route 34, a Proposed Four Lane Highway from Monmouth, IL to Caman Road, East of Gulfport, Illinois. We hope our comments will assist you. Thank you for giving the opportunity to review this document.

Sincerely,

for 
for Scott B. Gudes
Deputy Under Secretary
for Oceans and Atmosphere

Enclosure

cc:
Cy Oggins
California State Lands Commission
100 Howe Avenue
Sacramento, CA 95825



Printed on Recycled Paper



MEMORANDUM FOR: Margaret McCalla
Acting Director, Office of Policy and Strategic Planning

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: DEIS-0203-04 U.S. Route 34, a Proposed Four-Lane Highway
from Monmouth, IL to Caman Road, East of Gulfport, Illinois

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov> After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about geodetic control monuments, please contact Rick Yorczyk; SSMC3 8636, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175, Email: Rick.Yorczyk@noaa.gov.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 02/225

MAY 7 2002

Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

The Department of the Interior (DOI) has reviewed the March 2002 Draft Environmental Impact Statement (DEIS) for **US-34 Improvements, from Carman Road (east of Gulfport) to Monmouth; Henderson and Warren Counties, Illinois**. We offer the following comments and recommendations for your consideration.

Section 4(f) Resources

The executive summary (page ES.4) indicates that the preferred alternative will "not impact any historical or archaeological cultural resources that are potentially eligible for inclusion in the National Register of Historic Places" (NRHP). However, we note in chapter 2.4 (affected environment, cultural resources) 84 archaeological sites were identified in the project corridor. Although 37 sites did not meet the criteria for National Register eligibility, according to the State Historic Preservation Office (SHPO), the DEIS does not indicate if the remaining 47 sites are eligible for listing or listed in the NRHP. Additionally, chapter 4.4.2 (environmental consequences, cultural resources) indicates that 34 structures are potentially eligible for the NRHP. Under the preferred alternative, rights-of-ways will be required from three of these properties.

Properties listed to, or eligible for inclusion in, the NRHP are considered Section 4(f) resources under the Department of Transportation Act, which DOI has jurisdiction over. The DEIS does not include a separate 4(f) evaluation of such properties. Please include a separate Section 4(f) Evaluation for properties listed in or eligible for inclusion in the NRHP. Coordination and consultation with the SHPO and Advisory Council on Historic Preservation should occur to avoid the use of Section 4(f) resources.

We cannot, at this time, concur that there are no prudent and feasible alternatives to using Section 4(f) resources and we cannot concur that all possible planning to minimize harm to Section 4(f) resources has occurred.



Summary Comments

We do not concur with Section 4(f) approval of this project at this time. We would be pleased to reconsider this position upon receipt of revised material that includes adequate information regarding Section 4(f) resources and full discussion of measures to minimize harm to these resources that are located within the project corridor.

The National Park Service has a continuing interest in working with the Federal Highway Administration and the Illinois Department of Transportation to ensure that impacts to resources of concern to the Department of the Interior are adequately addressed. For matters related to Section 4(f) resources, please contact the Regional Environmental Coordinator, National Park Service, Midwest Regional Office, 1709 Jackson Street, Omaha, Nebraska 68102.

We appreciate the opportunity to provide these comments.

Sincerely,


 Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc:

✓ Joseph E. Crowe, P.E.
District Engineer, District 4
Illinois Department of Transportation
Program Development
401 Main Street
Peoria, Illinois 61601-1111



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

August 5, 2002

STUDIES & PLANS - PHASE I
FA Route 313 (US 34)
Carman Road to Monmouth
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

Willie R. Taylor, Director
Office of Environmental Policy and Compliance
United States Department of the Interior
Main Interior Building
1849 C Street, NW; Mail Stop: 2340-MIB
Washington, DC 20240

Dear Mr. Taylor:

Thank you for your comments on the Draft Environmental Impact Statement for the US 34 project. Your letter expressed concern about compliance with Section 4(f) regulations. A copy of your comments is enclosed.

As indicated in Section 2.4 of the DEIS, cultural resources surveys conducted within the corridor have led to the identification of numerous prehistoric and historic period sites. A letter dated June 27, 2002 from the Illinois State Historic Preservation Officer (SHPO) indicates that the proposed alignment will have no effect on historic and architectural properties subject to protection under the National Historic Preservation Act of 1966, as amended (see enclosed correspondence).

The University of Illinois, Champaign-Urbana, under contract to the Illinois Department of Transportation, has completed intensive pedestrian survey for archaeological resources and has initiated a program of geomorphologic subsurface evaluation in the floodplain portion of the corridor where buried sites may be present. Results of these surveys indicate that the sites in the corridor range from small, surface lithic scatters to small villages with intact cultural deposits. All mounds and cemeteries will be avoided by the preferred alignment.

Mr. Willie Taylor
RE: US 34/Carman Rd. to Monmouth
August 5, 2002
2

All of the sites which merit further evaluation have potential National Register significance due to the data that they may yield concerning prehistoric life-ways in this region of Illinois (Criterion D). No archaeological sites that merit preservation in place will be impacted by the preferred alignment. No archaeological sites historically associated with federally recognized Native American tribes were found in the project corridor. A copy of the final archaeological survey report will be sent to FHWA for forwarding to the Peoria tribe for their review and comments. The Peoria represent the lineal descendants of the Illinois tribe who are known to have historical ties to this area of the state.

The final survey report will serve as the basis for a Programmatic Memorandum of Agreement (PMOA) for archaeological resources that may be impacted by the proposed project. The PMOA will allow for the systematic evaluation of archaeological sites as access for subsurface testing becomes available through either agreements with property owners or land acquisition by the state. After FHWA has notified the Advisory Council of the potential for the project to have an adverse effect on archaeological properties, the PMOA will be reviewed and ratified by the Illinois SHPO and FHWA and then forwarded to the Advisory Council for approval. A draft copy will be sent to the Peoria tribe for their review and a final ratified copy will be sent to them for their tribal files.

If you have any questions concerning this matter, please contact Paula Green of our office at (309) 671-3478.

Very truly yours, .

Joseph E. Crowe, P.E.
District Engineer

ESTL

By: Eric S. Thekildsen, P.E.
Program Development Engineer

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cc: T. Lacy
R. Dotson
P Green
Gary Baker, ESE, Chicago Office
Bill Elzinga, ESE, St. Louis Office



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
4469 48th Avenue Court
Rock Island, Illinois 61201
Phone: (309) 793-5800 Fax: (309) 793-5804

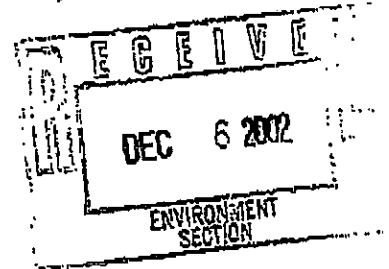


ROUTE	DATE
NO	
MTM	

IN REPLY REFER
TO
FWS/RIFO

November 19, 2002

Mr. Gary Gould
Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway
Springfield, Illinois 62764



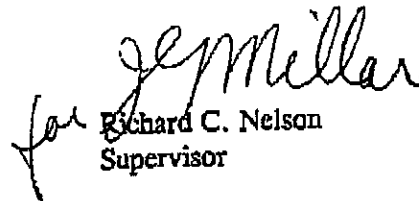
Dear Mr. Gould:

This responds to your letter of November 6, 2002, regarding the final environmental impact statement (FEIS) for FAP Route 313 (US 34), from Chinn Avenue to Carman Road, Henderson County, Contract 88516. We have reviewed the FEIS and conclude that the mitigation intended for the referenced project will adequately compensate for wetland impacts. The plans described in your letter should have no significant, long-term impacts on fish and wildlife habitat. The proposed project is not likely to adversely impact federally threatened or endangered species.

This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated. These comments are provided under the authority of and in accordance with the provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.; 48 Stat. 401), as amended; and the Endangered Species Act of 1973, as amended.

Thank you for the opportunity to provide comments early in the planning process. If you have any additional questions or concerns, please contact Heidi Woebler of my staff.

Sincerely,

for 
Richard C. Nelson
Supervisor

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RECEIVED
A. H. G.
2002 MAY 20

Post-It [®] brand fax transmittal memo 7571		# of pages > 1
To <i>Paula Green</i>	From <i>Barbara Stevens</i>	
Co. <i>D. 4 Studies</i>	Co. <i>BDE</i>	
Dept.	Phone # <i>217 785 4245</i>	
Fax # <i>309-671-3498</i>	Fax #	